

SA2003 RF0060

**R**EGIONAL TRANSPORT AUTHORITY AND  
STATE/FEDERAL LEGISLATIVE DISTRICTS

**FAIR REPRESENTATION INITIATIVE**  
California State Constitution Initiative Proposed



Bill Lockyer, Attorney General of California  
Attention: Tricia Knight, Initiative Coordinator/SSA  
Government Section (916)324-5490, fax (916)323-2137  
Access: Contact mailroom or guard's desk on the first floor.  
1300 I Street (between 13th & 14th Sts), Suite 1100  
Mail: P.O. Box 944,255, Sacramento, CA 94244-2550

Dear AG Lockyer:

I request your preparation of official title and summary of proposed Fair Representation Initiative and reference to the Legislative Analyst's Office for fiscal impact.

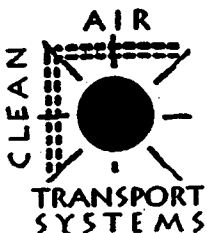
Two pages of graphics with maps are integral parts of the Fair Representation Initiative, to be located in sequence with otherwise plain text, where identified in double parentheses. Two pages of the involved articles of the State and United States Constitution are transmitted for convenience of the Legislative Analyst's staff and other persons, and, if appropriate, for the AG's Web Site to assist the public. The articles of the constitutions prior to the adoption of the Fair Representation Initiative are not part of the Initiative. The Initiative's pages total 18 .

I am a citizen of the United States registered to vote.

Herewith are also: Proponent's Elections Code Sections 9608 & 18,650 Statement, Confidential Statement of Proponent's Voting/Residence Address, and \$200.00 in bank checks.

Nancy Jewell Cross, Proponent  
Fair Representation Initiative  
(510) 793-3396

**CLEAN AIR TRANSPORT SYSTEMS**  
Regional & Interregional Developers



Dr. Nancy Jewell Cross, Ph.D.  
Chief Executive Officer

Treasurer for  
Fair Representation Initiative  
Daphne P. Leung

**RECEIVED**  
NOV 26 2003

INITIATIVE COORDINATOR  
ATTORNEY GENERAL'S OFFICE

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STATE/FEDERAL LEGISLATIVE DISTRICTS

**FAIR REPRESENTATION INITIATIVE**  
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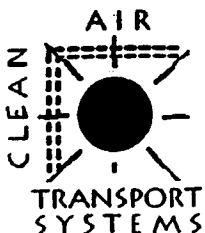


PROPONENT'S ELECTIONS CODE SECTIONS 9608 & 18,650 STATEMENT

I, Nancy Jewell Cross, acknowledge that it is a misdemeanor under state law (Section 18650 of the Elections Code) to knowingly or willfully allow the signatures on an initiative petition to be used for any purpose other than qualification of the proposed measure for the ballot. I certify that I will not knowingly or willfully allow the signatures for this initiative to be used for any purpose other than qualification of the measure for the ballot. Dated this 26th day of November, 2003.

Nancy Jewell Cross, Proponent  
Fair Representation Initiative  
(510) 793-3396

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*Regional & Interregional Developers*



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**FAIR REPRESENTATION INITIATIVE**  
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**Section 1. Purpose and Analysis for Remedies**

**Title:** State/Federal Legislative and Regional Transport Authority Districts

**Summary:** The State is divided into State Districts whose number at all times equals the number of representatives in Congress from California. From each State District are elected two people to the State Assembly, one person to the State Senate, and a Representative to Congress.

Central California Bay Area is divided into five districts the people of which are represented on a regional (including transportation funding) authority by two persons per district directly elected with non-party order of preference voting who shall not concurrently have other elected or appointed government office or employment.<sup>1</sup>

The foregoing Title and Summary are offered for the official AG Title and Summary, and if so used are omitted in Section 1, and proceed directly to the following seven pages. This section may be revised by Proponent within allowed time; the rest of the measure will continue at least substantively as here presented.

*Editor: where ordinary typewriter is underlined, it is intended to be boldface (computer).*

The State is faced with fiscal and also quality of government crisis of enormous, unprecedented magnitude. Attainment of our goals requires more than choosing persons or political parties for salvation. Nor do we need to sacrifice quality of government to balance the books.

How, you may ask, can that be? With all the kinetic energy in tug between avoiding taxes sufficient to fund current scenarios and maintaining the scenarios at current prices, one might conceive necessity of choosing one or the other--all or part way, but no other than the reduction of service to balance the books or raising taxes to maintain quality of services from government.

The proponent of this Initiative has studied in world depository library comparative quality of governance, government institutions' "productivity", if you will, in relation to structure, process, and function--as distinguished from party and persons in charge.

Malstructure, mis-process, and incompatible functions or conflicting financial or other interests. <sup>Proponent</sup> asked at the executive offices of the Bay Area's Metropolitan Transportation Commission to inspect the Statements of Economic Interests of the Commissioners. The request of what is manifestly public documents was readily granted, and with query of surprise, "Why?! No one else ever, has asked to see them!"

While we ask is there some other way to get improved performance from State Legislators as a whole--and gerrymandering by personalized districts by themselves and party-pushing state legislators is in the cross-hairs for change, we need also to look at the appointed bureaucracies dealing with huge budgets set up by the legislature without adequate controls of quality in statutory purposes relative to the money spent with the public perceiving closeout of alternatives and comparative analysis by the governing body. In particular, we need to examine the bureaucratically-close-knit transportation

sector consuming enormous amounts of State as well as of local and federal funds, and always scouring for more from taxpayers. Yes, the public will be heard for two minutes at Metropolitan Transportation Commission plenary sessions and committee meetings once a month commonly two hours in length, approving staff policy decisions and allocations of funds to agencies and consultants, but none will hear and consider independent proposals for transportation given appropriate time to understand them, and the Commission conceives to delegate its obligations of accessibility to the public required for federal transportation funds by delegating <sup>the public</sup> hearing/to financial interested engineering and other private firms whose contributions to commissioners for their reelection as city council members and county supervisors go uninspected, in lieu of salary from government beyond a token lu-lu--- \$100 for attending a meeting, not to exceed \$500 a month.

Doesn't reliance on "volunteer" city and county government officials for deciding where and how billions of dollars for transportation should go save money for the State and taxpayers? Consider: In the first place, there's nobody watching how the commissioners recompense their "bother" of attending a few meetings two hours a month with allocations which support their local land uses at the expense of the State and region, private and public. Secondly, because their qualifications in transportation are not a factor in their becoming members of Metropolitan Transportation Commission and they have no accountability to appropriate constituencies in the performance of their jobs as commissioners, they do not have capabilities individually and collectively to achieve effective transportation in the bay area, and of course could not in two hours a month plenary session with 19 members,

Section 1, Statement of Intent, page 3.

sixteen of whom may vote. The body is not an "association of governments" for the nine counties and over 100 cities, with approaching seven million population, as are the other metropolitan transportation planning organizations in the State of California, namely Sacramento Area Council of Governments, SACOG, for four counties: Sacramento, Sutter, Yola, and Yuba Counties, and Southern California Association of Governments, SCAG, for six counties: Los Angeles, Ventura, Orange, San Bernardino, Riverside, and Imperial, but a mere commission of arbitrary composition based on counties and classification of counties as urban or non-urban. If not a council or association of governments, how near to fair representation are the 16 voting members of Metropolitan Transportation Commission by county by the State Legislators' statutory decision-making decades ago?

If 1.00 means representation of the people of a county by public officials of that county appointed to MTC is proportional to population, the voice in MTC transportation policy and funds distribution of the nine counties currently is: Napa 3.125, Marin 1.56, Solano 1.04, Sonoma 1.71, San Mateo 1.25, San Francisco 1.70, Contra Costa .89, Alameda .60, and Santa Clara .50. The range between Napa and Santa Clara Counties is 3.125 and .50.

Sometimes those who are distressed by the performance of MTC and other transportation deciding bodies conceive to remedy the situation by adding more members to include their interests. But is this the best way, or would it even be counter-productive? What is a good size for a planning body, a body to listen to and understand alternatives and winnow the best in situations of many factors? Five, seven, ten, twelve, or 20 or 30 or 50, or more? Strategy to address a broken water system or construct a building? Is it something for a town hall multitude or a reasonable number of subject experts? Striving the ideal to the tasks here,

Section 1. Statement of Intent, page 4.

consider between 8 and 12. And the amount of their time for getting the bay area straightened out in transportation systems and quality of service to the people. Surely not two hour meetings, per month one plenary and two committees! Full time, not a dozen other government bodies' two hour meetings in addition plus accommodating those of many other bodies attended by their colleague city council members and county supervisors in the decisions on their own paycheck city council or board of supervisors! Plus giving attention needed to their own real estate and business and private pursuits!

Well, then, a 8-12-member transportation deciding body of people enabled to work full time at it without other governmental office, and of qualifications for the particular job the best we can get. Hey, but replacing 19 commissioners paid \$500 a month with 10 at double digits<sup>thousands</sup>, at least, annually, wouldn't that add to the government deficit? No necessarily. It would, reasonably, save money to taxpayers. For the Bay Crossings Study commissioned to MTC by the Legislature because the commissioners don't want to bother with listening to the people at various places and taking the time, required to meet federal requirements for federal funds, MTC paid an engineering firm over \$1,000,000 to think up what it wanted to be paid public funds to construct and arranged public meetings conducted by the firm's vice-president at city libraries, etc. at which he could lobby the people to choose from without any inquiry or report of impacts on the environment and transportation, and solicit their willingness to be taxed for. Over a million dollars would pay over \$100,000/year for 10 transportation systems professionally qualified persons chosen by the people for the board of a bay area regional transportation authority who, instead

of contracting out churning business public meetings to satisfy the federals for funding California transportation, would themselves listen and decide with expertise to independent and staff-proposed alternatives. The Bay Crossings Study is just one of numerous expensive to taxpayers and the State Budget contracts routine in MTC by the lack of qualifications, unrepresentatives, and conflicts from inappropriate state legislation on transportation. And to be addressed expertly and efficiently with anticipated less expense to taxpayers and more quality in government!

Try on replacing the mere commission, appointed by arbitrary statutory formula by county, Metropolitan Transportation Commission, with a directly-elected body accountable to appropriate constituencies and respectful of subregional planning areas determined by the associated Association of Bay Area Governments for general purposes! What we do to fix the bay area in transportation government may become a model for the entire State and nation! Instead of confederations of local agencies whose primary goals are to lobby the people and federal government for funding their cities and counties and contractors to support reelection of the deciders, we could have a federation expertly proceeding and accountable to the people in all its policies and allocations on transportation for the regions!

Directly Elect the (MPO) Metropolitan Planning  
Organization for Transportation in the Bay Area!

Central California Bay Area is divided into five districts the people of which are represented on a regional (including transportation funding) authority by two persons per district directly elected with non-party order of preference voting who shall not concurrently have other elected or appointed government office or employment.



To move capability in the State Legislature, we need to replace gerrymandered 173 individual one-member districts in the State. Not only the multiplicity to the difficulty to voters in taking command in the composition of the federal House of Representatives and State Senate and State Assembly, but in the exclusiveness of the districts to decide one contest--and attract gerrymandering by State legislators.

An off-the-cuff reaction is to declare some other body, people you don't know much about, "retired judges" appointed by the Judicial Council comprised of many former state legislators and state party funders and workers, should be the redistrictors for the 173 individual districts, with the people allowed to vote Yes or No to the output as a whole, and the Judicial Council and retired judges enjoined to be fair and not partisan! This is not a remedy for gerrymandering and impotence of the people!

Capability to the districting function does not reside in either judges or legislators, any more than transportation systems decision-making for a multi-county region resides in collections of supervisors and city council members appointed by their colleagues!

Multi-race districts, and reduction of the complexity and number of districts are a "must" in addressing our situation. We cannot change the number of districts needed to elect our State's representatives to Congress' House of Representatives, but the numbers of members of our State Senate now, not much different, we can change, and continue our State Assembly double that and elect two Assembly Members at large from the same State District. Furthermore, instead of waiting for other bodies to see what they produce, we can vote right now in a plan optimized for fairness and respecting counties and cities in clusters developed by councils and

**Section 1, Statement of Intent, page 7..**

**associations of governments of the State for general purposes.**

**Try on, in summary here and map in the provisions of the  
State Constitution, following,**

**Simplify and Depersonalize Legislative Districts,  
Reduce now 173 to 53 and Prevent Gerrymander!**

**The State is divided into State Districts whose number at all times equals  
the number of representatives in Congress from California. From each  
State District are elected two people to the State Assembly, one person to  
the State Senate, and a Representative to Congress.**

**Restore competition on qualifications to represent the people of  
each State District.**

**Empower the people by simple relations of fair State legislative  
districts reduced from 173 to 53.**

**What about the costs? No new Representatives to Congress by this,  
but more State Senators and State Assemblypersons, immediately  
13 + 26 more--their salaries! Consider savings from having  
state legislators more capable to their jobs--less contracting  
out, less tax money in special session expenses and redistricting.  
Also much reduced costs to the State and counties in elections  
and from improved quality of government at the State level and  
federal.**

## Section 2. Changes to the State Constitution

The initiative proposes the Constitution of the State of California be amended, with due regard to the Constitution of the United States, of which Article I, Sections 2 and 4, and the Fourteenth Amendment, Section 2, are most related, to read as follows:

### ARTICLE IV

#### State/Federal Legislative and Regional (Transport) Authority Districts – Establishment of Districts

##### **A. State/Federal Legislative Districts**

The State is divided into State Districts whose number at all times equals the number of representatives in Congress from California. From each State District are elected two people to the State Assembly, one person to the State Senate, and a Representative to Congress.

The two State Assemblypersons are elected at-large by voters of the State District.

##### **B. Regional (Transport) Authority Districts**

Central California Bay Area—comprised of the Counties of Alameda, Santa Clara, Contra Costa, Marin, Napa, Solano, Sonoma, and City and County of San Francisco—is divided into five districts the people of which are represented on a regional (including transportation funding) authority by two persons each for a ten-member board directly elected for terms not exceeding four years and an individual continuously of terms a maximum of ten years, with, initially, one of each of the two of each district, after the first election determined by lot, having a term of two years and the other a term of four years. A person may not at the initiation of candidacy or concurrently with the regional office hold other elected or appointed government office or employment. All regional authority elections shall be by non-party order of preference voting and without government charge, directly or indirectly, for nomination and candidacy papers or written, radio, TV, Internet or other official communications access to voters involving candidate image, positions and/or qualifications.

The regional authority shall put measures for funding transportation projects on the ballot only following public hearings on all-modes alternatives and preparation and dissemination of reports exploring benefits/costs and bay area-wide systems impacts studies ***comparatively among transportation alternatives and combinations proposed***, with the reports available in hard copy at most public libraries in the region and on individual request for not less than three months. The authority shall not present voters with laundry lists of unstudied projects, or funding pots by categories such as bridges, highways, local roads, and transit en mass without line item veto possibilities, for voter approval of funding on the ballot. Order of preference voting on ***alternative propositions to solve transportation systems dilemmas or desirables multi-mode*** shall be the preferable format to voters.

by voters of the Regional District at-large

Order of Preference voting involves assessment of ballots by progressive removal of the name or alternative of the lowest votes-garnering candidate or alternative for the purpose of achieving in a single election if possible a majority (not mere plurality) for a single candidate or alternative, followed by substitution of the next choice of voters whose ballots were involved by the removal as additions to the numbers of votes for candidates or alternatives remaining, and re-tally. The number of choices in sequence permitted to voters in an election on a measure or to fill a position shall always suffice if used by all persons voting to achieve a majority (not mere plurality) vote.

If, however, the number of choices actually exercised by the voters is too few, sticking the selection short of a majority, the result of that specific race or measure shall be declared "undetermined" and a new election shall be scheduled when any new candidate or alternative qualifies and/or a candidate or alternative at the stuck election is withdrawn. Additional candidates and alternatives, as well as withdrawals from the past election shall be accommodated with regular process at the new election.

## ARTICLE XXI

### State/Federal Legislative and Regional (Transport) Authority Districts - Process to Define Districts

At the State General Election the State Districts next following adoption of this provision to the State Constitution, in so far as feasible in any part of the State and particularly involving counties not requiring processes for determining State Districts within a county and between counties, which may require time-consuming processes and leaving little time for candidate development, State Districts shown in the map "County Clusters for State Districts of the State of California" ((Insert map with that title as proximate to this text as possible.)) shall be in effect, and the other State Districts at the subsequent, feasible involving the particular State Districts even though not involving other parts of the State.

The state elected official to nonpartisan office who at the most recent general election at which more than one nonpartisan office holder was elected, achieved the highest number of votes shall in role of Chief State Demographer immediately after the adoption of this constitutional amendment, issue Call to the associations and councils of governments and regional metropolitan (transportation) planning organizations involved with clusters with a multi-State District county or a State District shared between counties, determinable by the map here, to initiate and process boundary determinations in entirely public proceedings, widely noticed for public attendance and including evaluation of independent proposals on the same basis as those from a public official or public agency. Alternatives proposed in boundary scenarios shall be publicized over the Internet and in alternative formats at most public libraries in the affected counties for a period of not less than three months, to final decision by the involved associations and councils and metropolitan (transportation) planning organizations within six months of the State Demographer's Call. Proceedings of the involved bodies shall all be collective with no person having more than one vote although a member of more than one governing board, and not in sequential decisions by separate bodies.

When the aforesaid decisions of boundaries have been made, they shall be transmitted to the Chief State Demographer who shall consolidate them with those for other parts of the State for a total for the State to the Governor who shall without change make Proclamation of the State Districts of California until duly revised after the next decennial United States Census in 2010 and following, by a process hereafter described. The Proclamation of the State Districts of California by the Governor shall be respected as law by the Legislature and all agencies of government.

When the results of the 2010 U.S. Census are available, and the same for subsequent decennial censuses, the Chief State Demographer shall determine State Entitlement Decimals and County Clusters therefrom and assign numbers of State Districts for each lettered cluster, as described below, cause the information to be publicized and disseminated through the Internet and in alternative formats at most public libraries in the State, together

# COUNTY CLUSTERS FOR STATE DISTRICTS OF THE STATE OF CALIFORNIA

Cluster	State Districts	Number of Counties
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A	One - #1	11
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Del Norte, Siskiyou, Humboldt, Glenn, Trinity, Mendocino, Modoc, Shasta, Lassen, Plumas, and Tehama.

B	One - #2	8
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Colusa, Sutter, Nevada, Yuba, Napa, Sierra, Lake, and Butte.

C	Two - ##3 & 4	3
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Sonoma, Solano, and Marin.

D	One - #5	9
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Mariposa, Tuolumne, Calaveras, Mono, El Dorado, Alpine, Amador, Placer, and Madera.

E	Three ##6,7,8	3
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Sacramento, San Joaquin, and Yolo.

F	Four ##9-12	3
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Contra Costa, San Francisco, and San Mateo.

G	Five ##13-17	3
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Alameda, San Benito, and Santa Clara.

H	One #18	2
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Stanislaus & Merced.

I	One #19	2
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Santa Cruz & Monterey.

J	Two ##20 & 21	4
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Fresno, Inyo, Tulare & Kings.

K	One - #22	2
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Santa Barbara & San Luis Obispo.

L	One - #23	1
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Kern

M	Sixteen ##24-39	2
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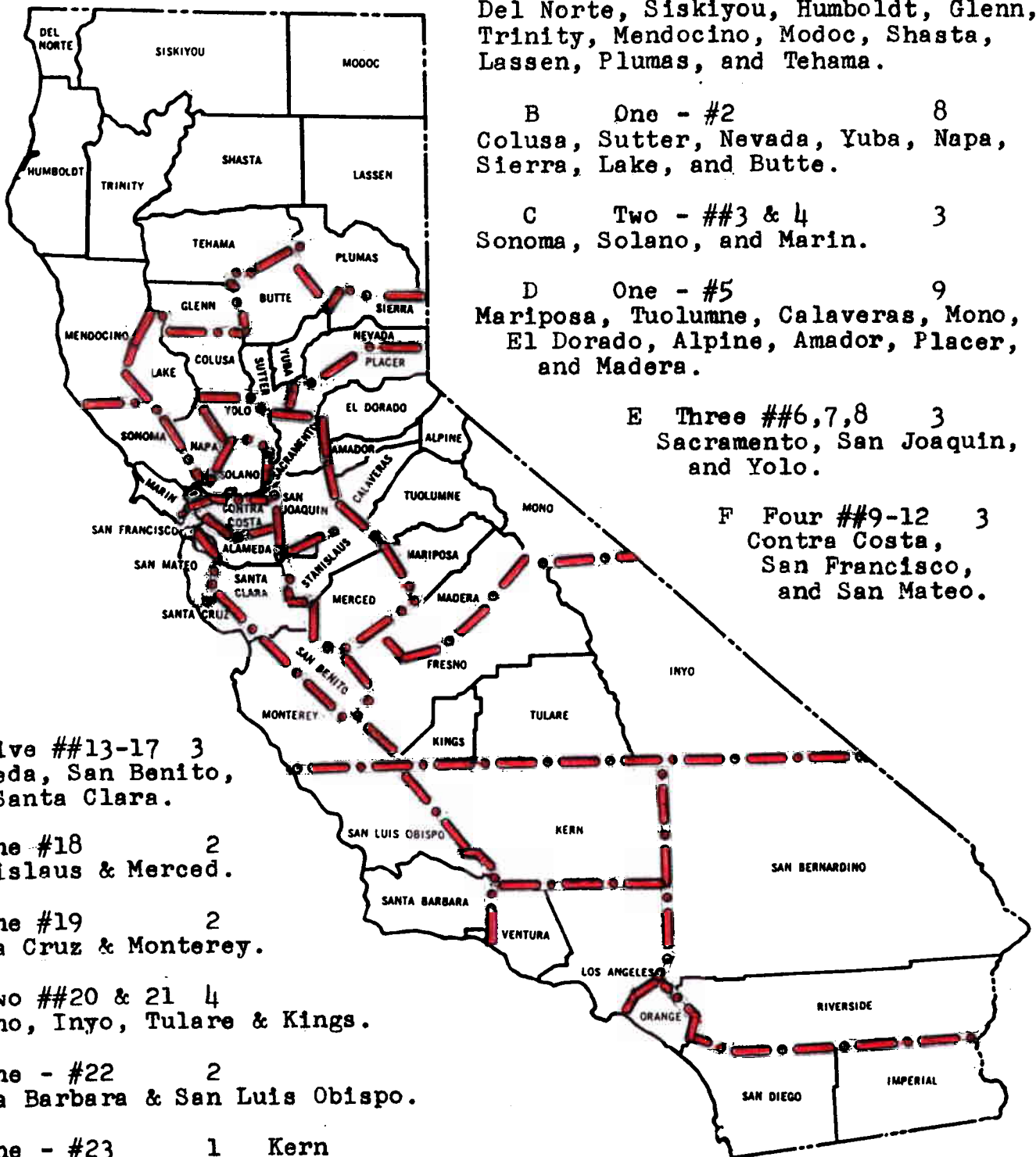
Los Angeles & Ventura.

N	Five ##40-44	2
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San Bernardino & Riverside.

O	Nine ##45-53	3
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San Diego, Orange, & Imperial.



with a Call to the public for comments and alternatives, progressively added to public information on the Internet and in the libraries, and from all sources timely available make accurate and optimally fair representation of the matters consistent with other provisions of this article within a period of three and four months from the Call to the public. Immediately after the determinations foregoing have been publicly announced, the Chief State Demographer shall issue the call to associations and councils described in paragraph two, and processes shall continue as therein described to the Governor's Proclamation.

#### A. Legislative-How to Draw the State Districts

1. Determine for each of California's 58 counties a decimal to four places called its State District Entitlement Decimal. Using the latest U.S. Decennial Census population counts used by the federal government for determining the number of Representatives from the several States to the House of Representatives of Congress of the United States ("relevant population"), calculate each California county's S.D.E.D. this way:

$$\text{S.D.E.D.} = \frac{\text{the county's relevant population}}{\text{the State's relevant population}} \times \frac{\text{the number of seats for Californians in the U. S. House of Representatives}}{}$$

Note: By the 2000 U.S. Census, California by its population relative to other States became entitled to 53 seats in the 435-member House of Representatives. In 1970 the number for California was 43. Kern County in 2000 had almost exactly the average State District relevant population. It's S.D.E.D. was 1.0353.

2. Assemble counties contiguous in **clusters of lowest integer sums** to be used for defining State Districts for elections for, at least, representatives for the State Legislature, both houses, and the House of Representatives in the federal Congress. Strive integers as close as can be. Counties other than Kern need to be associated in a cluster either to attain for the combination as much population as needed for one State District—especially the northernmost counties, or to attain close to an integer average in combination—Los Angeles and Ventura Counties illustrate this.

3. Letter the clusters from north to south and west to east as you can, and assign each cluster the number of State Districts to its nearest integer based on population. For the remainder of the decade and through the year following the next U.S. Census, the Clusters are as shown on the map following based on S.D.E.D.'s for the counties, separately, and clusters identified by letters.

4. When a State District extends across a county line, and/or there are multiple State Districts within a county, the following "rules" or criteria for deciding shall apply:

a. Two counties shall not share more than one State District unless it is necessary to keep a city or major bridge entirely in one State District. State Districts as well as clusters need to be entirely contiguous by land or water. Boundaries between State Districts should as far as feasible be consistent with subregional planning areas developed by associations and councils of governments and regional metropolitan (transportation) planning organizations for general purposes. Where alternative boundary scenarios for county-dividing and/or trans-counties State Districts are proposed, the multi-government associations, councils, and organizations referred to above, which are involved, shall collectively decide and transmit their determinations timely to the State Legislature. The State Legislature shall implement them collectively for the State Districts for California for the elections of one Representative to Congress, one State Senator, and two State Assemblypersons for each State District.

*the Chief State Demographer. The*

**B. Regional Authority - How to Draw the Central California Bay Area Regional (Transport) Authority Districts**

1. The five regional (transport) authority districts are determined by a process similar to that for the State Districts, on a smaller scale. The relevant population of the region is divided by five, and subregional planning areas—which respect the integrity of cities and areas associated per map of the Association of Bay Area Governments, are assembled into five districts of equal population as near and feasible as may be with additional special attention to respecting also integrity of features particularly rare and significant for transportation; namely, major ports—air and water, and major bridges, of which there are eight.

2. For the remainder of the decade 2000-2010 in which the California Constitution is amended hereby, the five districts of the bay area regional (transportation) authority are identified by subregional planning areas as most recently defined by ABAG, Association of Bay Area Governments, identified following. ((Add map\*)) The bay area regional (transportation) districts shall continue to follow the words-described subregional planning areas however most recently boundary-defined by ABAG in regionally-comprehensive texts and maps unless and until any one district's relevant population by 2010 or later U.S. Decennial Census final results exceeds 22.5% or is less than 17.5% of the regional total and in such a circumstance, upon petition subscribed by not less than 200 persons registered to vote in the bay area region, reciting the relevant populations discrepancy from fairness, the regional (transportation) authority shall promptly endeavor in public process after public notice to reassign subregional planning areas for improved population equity while maintaining the integrity of cities and their spheres of influence, ports, and major bridges as much as possible, publicize the notice and opportunity for comment and circulate over the Internet and at least most public libraries in the region all alternatives and forums for discussion available to it for a period of not less than three months and not exceeding four months before holding a public forum and public hearing attended by all authority elected members, and deciding the subregional planning areas to be in each regional (transportation) district for at least the remainder of the decade and unless and until relevant population disparities of the magnitude foregoing reappear and petition described above is submitted to the regional (transportation) authority for correction.

(( Map: Regional Transport Authority The Five Districts, as of 2004.))



# REGIONAL TRANSPORT AUTHORITY

CENTRAL CALIFORNIA BAY AREA USA

REGIONAL TRANSPORT AUTHORITY

Sonoma Co.

Napa Co.

**Northern District**

Solano Co.

Marin Co.

**Western District**

San Francisco

**Inner District**

Contra Costa Co.

**East Central District**

Alameda Co.

San Mateo Co.

**Southern District**

Santa Clara Co.



0 5 10 20 Miles

THE FIVE ELECTION DISTRICTS

**MAJOR TRANSPORTATION FEATURES AND ABAG SUBREGIONAL  
STUDY AREAS IN THE FIVE ELECTION DISTRICTS OF  
THE REGIONAL TRANSPORTATION AUTHORITY  
CENTRAL CALIFORNIA BAY AREA, U. S. A.**

**☞ SOUTHERN DISTRICT**

San Jose International Airport

**Exclusively Santa Clara County:**

San Jose, Santa Clara, Milpitas, Cupertino, Campbell, Morgan Hill, Gilroy, Los Gatos, Saratoga, Monte Sereno, and San Martín and other unincorporated rural area remainder north, south, and east to county lines with Alameda, Santa Cruz, San Benito, and San Mateo Counties, excluding lands identified for the East Central District.

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See accompanying page for the

**☞ NORTHERN DISTRICT**

**☞ WESTERN DISTRICT**

**☞ INNER DISTRICT**

**☞ EAST CENTRAL DISTRICT**

Antioch Bridge (shared)

Dumbarton Bridge

Port of Redwood City

**In San Mateo County**

East Palo Alto, Menlo Park, Atherton, Portola Valley, Woodside, Stanford University corpus unincorporated,\* and Redwood City (including North Fair Oaks and Emerald Lake unincorporated).

The six areas identified preceding the \* and Palo Alto and Stanford University corpus unincorporated (see below) are referred to collectively as *Quitoland*, named after San Francisquito Creek—county boundary—to which they are riparian.

**In Santa Clara County**

Palo Alto, Los Altos (including Loyola),

Stanford University corpus, unincorporated,

Mountain View, and Sunnyvale.

**In Alameda County**

Union City, Newark, Fremont,

Dublin (includes East Dublin and West Dublin),

Pleasanton, Livermore (including North

Livermore), and Livermore Valley

unincorporated area outside any city's sphere of influence, to the north and east.

**In Contra Costa County**

Concord, Pittsburg (including Bay Point),

Clayton, Antioch, Oakley, Brentwood, Sand Hill

outside the Antioch and Brentwood spheres,

Rural East Contra Costa County, Discovery

Bay, Bethel Island, and other rural

communities unincorporated in the eastern

part of Contra Costa County.

**MAJOR TRANSPORTATION FEATURES AND ABAG SUBREGIONAL  
STUDY AREAS IN THE FIVE ELECTION DISTRICTS OF  
THE REGIONAL TRANSPORTATION AUTHORITY  
CENTRAL CALIFORNIA BAY AREA, U. S. A.**

**☞ NORTHERN DISTRICT**

Benecia-Martinez Bridge  
Carquinez Bridges  
Richmond-San-Rafael Bridge (shared)  
Port of Benicia  
Port of Vallejo

**Sonoma, Solano, and Napa Counties  
and in Contra Costa County:**

Rodeo-Crockett, Hercules, Pinole,  
San Pablo, Richmond, El Cerrito,  
Martinez, Pleasant Hill, Lafayette,  
Orinda, and Moraga.

**In which City/Cities ABAG Study Areas  
are these unincorporated places?**

El Sobrante, with Richmond  
Kensington, with El Cerrito

East Richmond Heights, with  
Richmond and El Cerrito spheres  
Pacheco, with Pleasant Hill  
Vine Hills with Martinez, and  
Tara Hills with Pinole.

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See accompanying page for the

**☞ EAST CENTRAL DISTRICT**

**☞ SOUTHERN DISTRICT**

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**In Alameda County:**

Alameda, Oakland, Piedmont, Albany  
Berkeley, Emeryville, San Leandro,  
Castro Valley, Hayward, San Lorenzo  
Ashland, Cherryland-Fairview, and  
unincorporated Ridgeland east of  
Hayward to Pleasanton.

**☞ WESTERN DISTRICT**

Golden Gate Bridge  
San Francisco-Oakland Bay Bridge (shared)  
Richmond-San Rafael Bridge (shared)  
Port of San Francisco  
San Francisco International Airport

**Marin County and San Francisco City & Co.  
and in San Mateo County:**

Pacifica, Daly City, Brisbane,  
South San Francisco, Colma, San Bruno,  
Millbrae, Hillsborough, and Burlingame.

Of the ABAG San Mateo County  
Unincorporated Study Area,  
San Bruno Mountain is in the Western District

**☞ INNER DISTRICT**

San Francisco-Oakland Bay Bridge (shared)  
San Mateo-Hayward Bridge  
Port of Oakland  
Oakland International Airport

**In Contra Costa County:**

Walnut Creek, Alamo-Blackhawk (including  
Diablo), Danville (including nonresidential  
Blackhawk), and San Ramon (including  
Dougherty Valley).

**In San Mateo County:**

Foster City, San Mateo (including the  
Highlands), Skyline, Half Moon Bay,  
Half Moon Bay unincorporated,  
San Mateo County unincorporated  
South Coast, Belmont, and  
San Carlos.

### Section 3. Severability

If any one or more provisions of this Initiative measure is, for any reason, determined to be invalid, illegal, or unenforceable in any respect, the remaining provisions of this measure shall be enforced consistently with the overall intent.